

Hongkong Daily Press.

No. 16,038. 號八十三零千六萬一第 日三初月八年元統宣 HONGKONG, THURSDAY, SEPTEMBER 16TH, 1909. 四拜禮 製六十月九年九零百九千一第港香 PRICE, \$3 PER MONTH.

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

CLARET.

	Per Case	Per Doz.	Per Pts.
ST. ESTEPHE	\$ 8.00	\$ 9.00	
ST. JULIEN	10.00	11.00	
LA ROSE	13.00	14.00	
CHATEAU HOUTBRON	19.00	20.00	
LARRIVET	23.00	24.00	
CHATEAU MOUTON	23.00	24.00	
D'ARMAILHACQ	25.00		
CHATEAU PONTET	25.00		
CANET	30.00		
CHATEAU LA TOUR	44.00		
CARNET	50.00		

The above Clarets, imported from the well known firm of CHAS. RANCOURT ET FILS, are of exceptional value, and guaranteed to be the genuine product of the Juice of the Grape.

Clarets from the Celebrated Chateaux above mentioned are too well known to need further comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.
LIMITED.ALEXANDRA BUILDINGS
AND KOWLOON DISPENSARY.

Hongkong, 8th September, 1909.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.

Cables: A.S.W. 5th, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

P. O. Box, 54. Telephone No. 12.

BIRTH.

On 16th September, at 52 Peak, to Mr. and Mrs. HAROLD SHALLARD, a son.

HONGKONG OFFICE: 10A, DES VOUTS ROAD G
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, SEPTEMBER 16TH 1909.

No country in the world has throughout her career been more consistently careful to preserve intact her prerogative than Canada, and this is a fact of which China has had personal experience. When Canada first commenced to legislate regarding her growing Chinese population, China, she may remember, made complaint to England, with the satisfaction that she was told in so many words that England did not interfere with the internal arrangements of Canada; as a fact, she had at one time attempted to coerce Canada into opening her ports indiscriminately, but Canada pointed out that this formed no part of her agreement, and she would continue to act on her own discretion. It may, therefore, be a matter of little interest to China to learn how Canada has recently been acting when a syndicate of outlanders proposed to her to make an important line of railway right through her territory. The line is, too, of some interest to China, as it forms part of a scheme for shortening the journey from the eastern ports of China to Europe, and so is intended to be a direct competitor with the Russian Siberian route—with the advantage that it is intended to carry goods as well as mails and passengers—and this is intended to be brought about by shortening the land journey across Canada to some

1,800 miles, or less, while at the same time reducing very considerably the sea journey across both oceans—the Pacific and Atlantic.

The idea of the line is, of course, old, but up to the present has existed only in the imagination of a few enthusiasts. In fact it is only within the last year that affairs in other directions had advanced so far that the line came into the category of possible eventualities. Those have been brought about by the practical opening of the magnificent port of Prince Rupert on the Pacific, and the undertaking by the Grand Trunk Railway of Canada of a trans-Continental Pacific-Atlantic line all the way from New Brunswick to the borders of Alaska, and all through Canadian territory. But, though arising out of the new undertaking of the Grand Trunk Pacific, the new line will be entirely independent except for its connections in British Columbia, and will have its own independent port with access to the Atlantic, across which it proposes to run its own steamers. This, in fact, is the main feature of the scheme, and upon its practicability or the contrary the whole turns. The new extension of the Grand Trunk system may be said to be entirely a government undertaking. As the great system of the Canadian Pacific, which has contributed so powerfully to the making of Canada as a great nation, was entirely the scheme of Canada's earlier Prime Minister, Sir JOHN MACDONALD; so is the present the outcome of the fertile brain of Sir WILFRED LAURIER, the present. The discovery of the enormous wealth of the hitherto practically unknown western lands on the eastern slopes of the Rockies was one of the first results of the opening of the Canadian Pacific; as these commenced to be opened up, the fertile belt was found to extend far more to the north than the most sanguine had ever dared to hope; Sir WILFRED LAURIER, with this additional information at his disposal, as well as having now trustworthy assurance that the northern passes of the Rockies about the Peace River were lower and less subject to interruption than the line adopted by the Canadian Pacific, saw that the time had arrived to launch his new scheme. Doubtless he was actuated in this largely by a desire to emulate his predecessor, but this was no unworthy motive, and so far as it has gone, all the preliminary arrangements go far to ensure the ultimate success of the project, not merely as a speculation, but as, like its predecessor, contributing largely to the enrichment of the country at large. This tract of country north of Winnipeg it is through which the intended line is to pass, and the advantage which the line offers to it is placing it in immediate communication by sea with the great consuming markets of the East, instead of having, as at present, to undergo a long and expensive journey across the continent, part by railway, and part by lake steamboats.

To accomplish this it is the object of the syndicate to establish a line of steamers from Europe to Port Churchill on the western coast of Hudson's Bay in N. Latitude 57°. On the Canadian side Port Churchill is to be made the terminus of a new system of railways to communicate with Edmonton, Winnipeg, and across the Rockies with the principal centres, and eventually, by means of the new Grand Trunk, with Prince Rupert. The line will thus have its communications with both Oceans, and it is intended that it shall form the shortest and cheapest outlet to Europe for the great grain crops of Manitoba and the North-west, and on the other shall form the shortest and quickest link between Europe, North China, Manchuria and Japan. The scheme is a great one, though, of course, it has the great drawback that Hudson's Bay is only open to navigation for at the very most half the year, and even while it is nominally open the navigation is at all times dangerous, owing to the quantities of floating ice to be passed through in entering by way of Hudson's Straits in N. latitude 62°.

The scheme, though, if found practicable it will be of great importance in the commercial history of the world, is not one that recommends itself to the ordinary investor, and has not been taken up in Canada, which, as yet, is not in a financial position to warrant the expenditure of great sums in an enterprise which certainly does not hold out any hope of immediate return, and which, if in the end likely to be profitable, must be content to wait for years before earning any reasonable dividend. It need not, therefore, be a matter of surprise that the syndicate which has brought the scheme forward is entirely outside Canada, and the individuals interesting themselves in it are partly English but largely capitalists from New York. It is this aspect of

the affair that may well afford a useful lesson to China. Up to this all Canada's great works have been engineered by Canada herself, but the present is quite outside, and it would be well for China to notice how it has been received. When under very similar conditions certain outside syndicates offered to construct for China, without in any measure hampering her, and with full acknowledgement of her "sovereign rights," railways, over which she was, too, to have the right of purchase, China, it may be remembered, turned up her nose indignantly. As a compliment, she was willing to accept the money unconditionally, but she was not going to make any terms, her "sovereign rights" were too precious things to be bartered. Well, as we all know, she got the money, and the first thing that she did was to appoint directors, and the directors called a family council, and appointed all their relations to the twelfth degree to office, and when the money was asked for to build the railway, it had mysteriously disappeared, and none was found who could explain where it had gone. In the end, true, the railway was opened in a kind of way, but the sleepers were of Japan softwood, the rails were second-hand, having been rejected elsewhere, two or three old contractor's engines had been picked up "cheap," and were recommended as a great bargain, and as for the rolling stock, there was just sufficient to marshal one train of passenger carriages—and that of the poorest and most uncomfortable description. It is instructive to note alongside this how very different has been the reception given by Canada to the similar proposition. In the first place no question of Canada's sovereign rights was raised, though the money largely is to come from New York—Canada's keenest competitor: Canada being quite able to take care of her own prerogatives; in the next place, no expression of contemptuous indignation met the proposal; Canada accepted a business proposition in a business-like manner, and her only question was whether the project was worth consideration from a financial point of view. As yet the affair is but in its embryo stage; but it is evident that if once the doubtful question of the feasibility of the navigation of Hudson's Bay were decided in the affirmative the new route would rapidly become a favourite, to the great advantage of Canada, and it is easily seen that China herself would share in the benefit. With regard to China, no one, in fact, stands to lose by her foolish holding on to her strange ideas of her sovereign rights being in danger so much as China herself. The cry has been got up for selfish motives entirely by her old reactionary party, who would gladly see the state of affairs that brought on the great Taping rebellion restored, in order that they might fall in for some fat office where they could pick and steal to their heart's content without any checking hand to restrain them. The true offender in their eyes is not the foreigner—with him they would be quite content to share the plunder—but a reforming Government that seeks to control the speculations of an unprincipled officialdom.

The Mohammedan Fast of Ramazan, which lasts for a month, commences to-day. To-day the Jewish era 5670 begins, and we are informed that the Jewish offices will be closed both to-day and to-morrow. The N.Y.K. Iyo Maru is described by a Straits contemporary as the first merchant ship to enter the port of Singapore with wireless telegraphy. Four Chinese are being charged at Shanghai with wilfully setting fire to a godown belonging to Messrs. Sheehan, Toms and Company, in which goods to the value of \$15,000 were stored. While on her way up the Huangpu last Friday, H. M. S. *Adriatic* ran into and sank a cargo boat laden with bales of silk. The crew of the boat was rescued and most of the silk was recovered, in a damaged condition, from the water. A native appeared before Mr. J. E. Wood at the Magistracy yesterday on a charge of stealing a quantity of clothing from a friend. He told his Worship he borrowed the clothing to go to Macao, but as the Magistrate did not believe the story he sentenced the defendant to three weeks' imprisonment. A hokong was charged before F. A. Hazeland at the Magistracy yesterday with assaulting a woman alleged by him to be his paramour. He stated that the complainant approached him in the street while on duty, and asked him for money. The woman said she did not know the defendant. His Worship imposed a fine of \$3.

Sergeant Wills prosecuted a bird fancier from Ko Shing Street before Mr. J. R. Wood at the Magistracy yesterday for stealing a chicken. Defendant told his Worship that a cat was chasing the chicken and he joined in the pursuit to rescue the chicken from the cat. Sentence of seven days' hard labour was passed.

It is stated that Mr. Ho Kon Tong has resigned his position as member of the Sanitary Board on account of pressure of business.

Three typhoons are reported by the Manila Observatory to be traversing the North China Sea, and the warnings issued have had their usual effect on local shipping. Yesterday the red cone (point upwards) and drum were hoisted, indicating that the typhoon was north east of the colony. In the evening they were replaced by the green, red, green lights denoting that the typhoon was within 300 miles. A notice issued by the Observatory at 5.10 p.m. stated that the typhoon had entered the coast near Amoy.

The Austrian Lloyd Steam Navigation Co.'s steamer *Austria*, on her arrival at Singapore from Bombay, had about 14 or 15 members of her crew and crew down with malarial fever, supposed to have been contracted while the steamer was at Bombay, where considerable excavations are in progress in connection with the building of a new dock. The men were taken ill on the voyage after leaving Bombay, and one of them, a fireman, was so ill as to necessitate his removal to the General Hospital at Singapore.

Two natives who were arrested on the premises of the International Bank and charged before Mr. F. A. Hazeland at the Magistracy yesterday with being rogues and vagabonds were detained by Mr. Otto Keng Sing. One of the defendants was in possession of \$80 when arrested, and the other was discovered to be wearing a false queue. The latter told Mr. Hazeland that he had embraced the Christian faith, but wore the queue while doing business on the waterfront. His wife, in giving evidence, stated that her husband wore a queue because he was suffering from a disease of the head. Both defendants were discharged.

The Sheerness correspondent of a naval journal writes:—Mr. A. E. Harrison, charge-master of the *International*, has not been allowed to leave for Hongkong without some tangible expression of the esteem in which he is held by the engine fitters both in the shop and afloat. From the workmen in the fitting shop he received a gold Albert, and by engine fitters afloat and the engineers of the yard craft, he was presented with a silver-plated tea service. Mr. Harrison was at one time secretary of the Shipyard United Football Club, and in the days when the town club was represented in the First Division of the Southern League, he was a regular player. Mr. W. Drew, charge-master of *boismakers*, who is taking passage to the Far East in the same ship as Mr. Harrison, was presented with a gentleman's companion as a token of esteem from the boiler-making staff. Mr. Drew, 48 hours before leaving for Hongkong, rescued a boy from drowning, one of the "Fresh-air Fund" children.

"AT HOME" AT MOUNTAIN LODGE.

H. E. the Governor held an "At Home" last evening at Mountain Lodge, and from 4.30 until 10.30 there was a constant procession of guests from the train station at Victoria Gap to the summit of the Peak. The cool breezes which prevailed yesterday added to the pleasure of the gathering. Tea was served on the grounds, and tennis and croquet were played on the courts. The Buffs' Band was in attendance during the afternoon.

A NARROW ESCAPE.

Inspector Fenton and Detective Cashman had a narrow escape from instantaneous death or serious injury during the brief thunderstorm on Tuesday night. Both officials were standing in the telephone room at the Central Police Station when a vivid flash of lightning shot between them and was followed by an explosion like that of a bomb, the flames of light with which it was accompanied temporarily blinding both men. The report caused all in the vicinity to hasten to the telephone room, but as they gained the door they met the Inspector and the Detective coming out, considerably frightened but unhurt.

FIRST FREE SUGAR FROM THE PHILIPPINES.

What is destined to be the first shipment of Philippine sugar to leave the Philippine Islands for freemetry into the United States left Iloilo on September 5 on the steamship *Limore*. A cargo of 5,000 tons of sugar was the extent of the first shipment, and the *Limore* sails from Iloilo to New York with it. It is reported on the Iloilo sugar exchange that two other foreign vessels will arrive there next week to take the other shipments to New York.

"BANTOS" THE MIDDLEMEN IN JAPAN.

For some time, says Mr. Crowe, the British Commercial Attaché at Tokyo, a his annual report, an animated discussion has been going on in the vernacular and foreign Press as to the advantages and disadvantages of direct trade. One point in the discussion concerns the possible gradual elimination of the "banto," or at least a curtailment of his duties. The "banto" occupies the position of chief of the Japanese staff of the firm, and most transactions are made through him. In this sense he is a middleman, and if one were to get rid of him one would be nearer "direct trade" while the "banto's" profits, which are often considerable, would vanish. There is, of course, the possibility that the "banto," if entirely dispensed with, might start in on his own account, and with his considerable knowledge of foreign business methods, prove a formidable competitor.

The head of one of the largest Japanese concerns told me that when he wanted to do business with a foreign firm, it was only with the greatest difficulty that he could get past the "banto" and see the principal. Yet "bantos" are honorable and honest men; some are not, and it is not always easy for a Britisher to find out at first whether his prospective "banto" is as well as the other members of his Japanese staff, are all that they should be. British firms might take into consideration the advisability of insuring their employees with a Japanese insurance company doing fiduciary guarantee business.

TELEGRAMS.

(Protected by the Telegraphic Message Copyright Ordinance 1894.)

(REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS.")

PEARY v. COOK.

LONDON, September 15th.

Commander Peary, being interviewed at Battle Harbour, said: "I am the only man who ever reached the North Pole, and I am prepared to prove it. I have concrete proof that Dr. Cook did not reach the Pole. I intend to wait until Dr. Cook issues his statement, and then I will make public my information, on which scientific bodies may pass judgment."

SIR CLAUDE MACDONALD.

LONDON, September 15th.

Sir Claude Macdonald, British Ambassador to Japan, has left London on his return to Tokyo, travelling via Siberia.

TO ENCOURAGE AVIATION.

LONDON, September 15th.

M. Santos Dumont, with the smallest and cheapest aeroplane in existence, in a cross-country flight from St. Cyr yesterday, covered five miles in five minutes, creating a speed record.

In order to encourage aviation M. Santos Dumont has made the public a present of the patents of the machine.

LORD TWEEDMOUTH SINKING.

LONDON, September 15th.

Lord Tweedmouth, who has been long ill, is sinking.

THE PHILIPPINE SQUADRON.

The Third Squadron of the American Pacific Fleet, which returned to Hongkong on Wednesday from a tour in the north, comprises four cruisers. The *Charleston*, which is by far the largest, carries the flag of Rear-Admiral Giles B. Harber. Her tonnage is 9,900. The *Cleveland*, *Denver* and *Galveston* belong to the Cleveland class, their tonnage ranging from 3,213 to 3,300. The squadron arrived in Hongkong on March 12th last and remained for a fortnight. On their present visit they will stay in the Colony for five or six days.

THE ST. LEGER.

Telegrams in the Southern papers give the following information additional to what we have already published regarding this classic race.—There was an enormous attendance at the St. Leger, His Majesty King Edward being among those present. Bayard won easily by a length and a half. Minoru, the King's horse, was fourth. Betting was 11 to 10 on Bayard, 100 to 8 against Valens, and 40 to 1 against Mirador.

INSURANCE CO. DEFRAUDED.

Shui Tung-lue, a broker, Yang Tuhnung, a shroff, and Woo Yen-woo, a shopkeeper, were charged at the Mixed Court, Shanghai, last Friday with having been concerned together with others, who were not in custody, in fraudulently obtaining the sum of Tls. 2,500 from the China Mutual Life Insurance Co., on June 2 last. Detective-Sergeant Thygeson stated that the first-named accused had told him that he had some land in the country, and that before he could repay the money due to the Insurance Company, he would have to sell his land. Shui was sentenced to nine months' imprisonment, Yang to three months and Woo to six months.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 15th at 10.15 a.m.—Red North Cone and Drum hoisted.

At 12.15 p.m.—The typhoon has moved rapidly Westwards since yesterday, and has reached the middle part of the Formosa Channel. It will probably enter the coast near Amoy, where the barometer has fallen with great rapidity.

Reports from Formosa and all stations to the North of Amoy are lacking. The returns from Indo-China show that pressure is low over the Annam coast.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (*) Cyclonic gale. South coast of China between W. winds. Hongkong and Lamocks strong to gale. South coast of China between S. Same as No. 1. (*) N.W. and W. winds, strong, squally, rain later.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Foudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [453]

SUPREME COURT.

Wednesday, September 15th.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

UNSUCCESSFUL SPECULATION.

Re So Yut Sang, Mr. Fletcher, Deputy Official Receiver, said an order had been made by the Court calling upon the debtor to show cause why he should not be imprisoned for mismanagement. It was alleged that while knowing himself to be insolvent he had incurred debts which he had no possible expectation of being able to pay them. He did not wish to press for imprisonment, as the debtor had explained that he had large dealings in landed property and he had a reasonable hope that if land values had risen he might have been able to pay his debts.

Debtor's discharge was suspended for two years.

WHOLESALE TIMBER DEALER'S FAILURE.

Sung Cheong Chi came up for his public examination. In reply to the Official Receiver he stated that the business was handed down to him from his father and that his indebtedness amounted to \$78,000, \$30,000 and his assets to about \$5,000 or \$6,000. He denied having removed any of his stock when he knew he was insolvent in order to place it out of the jurisdiction of the Court.

The Official Receiver said that the assets, consisting of book debts, were fairly good.

Mr. F. X. d'Almada applied for costs on behalf of a creditor who had protected the estate. They had discovered that timber was being removed and obtained an attachment.

After discussion His Lordship awarded applicant \$25 and out of pocket costs.

AN UNFORTUNATE SURETY.

In the examination of Yuen Lau Hin, who carried on business as a building contractor under the name of the Loong Hing firm, it transpired that he attributed his failure to having become surety in \$5,000 for the compromise to the Robinson Piano Company, who had absconded.

Mr. F. X. d'Almada also applied for costs in this action for having taken steps to protect the estate, but on hearing a statement by the Official Receiver he withdrew his application and the debtor was adjudged bankrupt.

MASTER AND SERVANT.

AN IMPORTANT DECISION.

At the Magistracy yesterday Mr. F. A. Hazeland delivered his reserved decision in the case in which Nar Din, an Indian tailor from Murray Barracks, summoned Gholan Uhor, master tailor of the 88th Co., R.G.A., for absenting himself from complainant's service at the end of July this year.

Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) appeared for the complainant, and Mr. Reader Harris (of Messrs. Wilkinson and Grist) represented the defendant.

On the first point as to whether the defendant was entitled to avoid his contract, his Worship said that there was no direct case as to whether a servant was entitled to avoid his contract on non-payment of wages. The rule of law laid down in the *Mexsey Steel and Iron Co. and Naylor, Benson and Co.* was in his opinion applicable. Lord Justice Blackburn in that case stated as follows:—"The rule of law as I always understood it is a contract in which there are two parties, each side having to do something. If you see that the failure to perform one part of it goes to the foundation of the whole, it is a good defence to say, I am not going on to perform my part of it when that which is the root of the whole, and substantial consideration for my performance, is defeated by misconduct." His Worship was therefore of opinion that the defendant was entitled to avoid his contract of service. As to whether the complainant told the defendant he could go, his Worship thought it was not necessary for him to decide that point. He thought it highly improbable that the complainant would have told the defendant to go. Regarding the question of deduction of wages, he thought that there ought to be a deduction made for the time that the defendant was away. He could not agree with the view put forward by Mr. Harris that there must be either payment or dismissal. He thought the correct view to take on this point was that the defendant, having been taken back, there was an implied consent to this deduction. Regarding the point in which the complainant accused the defendant of stealing money, the Magistrate said the complainant had failed to prove this part of the case. It was highly improbable that the defendant would have taken it, having regard to the large sum due to him. His Worship found as follows:—

(a) The charge against the defendant for absenting himself is dismissed.

(b) I order the complainant to pay rupees 144 to the defendant.

TERRIBLE DISASTER IN JAVA.

SIX HUNDRED LIVES LOST BY BURSTING OF VOLCANIC CRATER.

Very serious floods are reported as having occurred between August 28 and September 1, in East Java, arising from a crater in a volcano which had become filled with water giving way. The loosened waters rushed down the mountain with great violence carrying enormous quantities of mud and sand. Rivers overflowed their banks, and the floods swept everything before them, and destroyed the railway in the district of Lumajang. The damage to railway property alone is set at one million of guilders, and it will take at least a year to repair the line. Six hundred persons are reported to have lost their lives. At one village, 60 people were buried alive beneath mud and sand, while at another the number of deaths stands at over 150 and those missing totalled at least a hundred. To add to the misery of the populace they are now faced with a famine owing to the stocks of grain having been swept away.

LOCAL SPORT.

FOOTBALL NOTES.

With the first Annual General Meeting of the H. K. F. A. the season 1909-10 has commenced. Judging by the attendance at the meeting the benefits to be derived from an association seem to be fully realized. The prospects of the clubs are good, in some cases never have they been better, and although it is to be regretted that the Y.M.C.A. are not entering a team in the league, the gap is filled with the forming of a new team in Kowloon, another ground is brought in to relieve the pressure. Most of the Y.M.C.A. players of last season are already booked for other clubs. In dealing with the prospects of the various clubs where any changes have taken place the club played for last season will be shown in brackets against the players' names.

HONGKONG FOOTBALL CLUB.

Our premier combination are looking forward to their first season of league football with confidence. Most of the players who have served them so well of late years have promised to again don the white, and McCubbin (Y.M.C.A.) and Acheson (Y.M.C.A.) are also booked. This with a reserve of good "Have Beens" and young players should keep the club in a good position in the league table.

KOWLOON FOOTBALL CLUB.

The fact that the K.F.C. have entered the league and secured the services of such players as Browne (H.K.F.C.), Mead (H.K.F.C.), Storrie (Y.M.C.A.), Weaver (Y.M.C.A.), and Clements (Y.M.C.A.) would naturally lead one to suppose that we shall have a strong team on the other side of the harbour, as players would hardly give up their places in clubs of good standing to join any other than a strong team. What the actual personnel of the team will be remains to be seen, but the services of several players who have not yet taken part in Hongkong football is assured.

NAVAL YARD FOOTBALL CLUB.

The Yarders are looking forward to a prosperous season, and with all last season's players to hand and in training hope to improve on their past performances. Glover, their popular half-back and Secretary of last year, leaves the Colony in October, and his place will be hard to fill.

LUSITANO FOOTBALL CLUB.

The L. F. C. have decided not to run a team for the league this season. This club is more fortunately favoured in the number of players to select from than any other club in the Colony, but they realize that quality in football is before quantity, and have wisely decided to forego the privilege of playing the Senior teams for the present. They hope to enter the Hongkong Shield competition when the time comes, and have also promised to support any attempt made to form a Junior League.

BOY'S OWN CLUB.

The B.O.C. F.C. have decided that in the event of there being no Junior League they will again enter the Senior League. Last season the Boys finished third from the bottom of the league, and during the latter end of the season gave exhibitions of the game which must have afforded every satisfaction to their supporters. In football, however, a certain amount of weight is required, and the Boys, realizing this fact, would prefer to compete in a second division of the league for at least one season.

MOBILE FOOTBALL CLUB.

The M. F. C. have entered the Association, but do not intend applying for admission to the league. The H. K. Shield will give them an opportunity to match themselves with the Senior teams, and it may be that some other competitions will be initiated this year to encourage the younger teams.

NAVAL AND MILITARY.

The prospects of the Military teams are good so far, and will be dealt with next week. The Naval teams are unable to join the local league, but they have formed a league of their own. Their prospects will be dealt with on their arrival at the station.

GENERAL.

The examination and registration of referees in receiving the attention of H.K.F.A. All who intend to qualify at the first examination should lose no time in securing Referees' Guides and studying them.

Although the motion of Sapper Heigh, re the general subscription from Army and Navy teams, was withdrawn for a year, the two following motions, viz., being allowed to play the Camerons, and allowing ships to join within 10 days from notification from the Secretary, clearly showed that the very contingencies which the motion of Sapper Heigh was made to cover had already arrived.

If the League Committee are in any way short of funds, they would be well advised to try and arrange with the H. K. F. C. and K. F. C. to erect open stands near their fields. This procedure would not be without precedent, as the Shield committee erect an open stand near the club ground every year.

REFEREE.

WATER POLO.

A practice game between Probables and Possibles for the Interport Water Polo will be played in the V. R. C. enclosure at 6 o'clock this evening. The following are the teams:—
Probables:—Goal: E. E. Lamont; Backs: C. Humphreys, A. E. Alton, Corpl. Burke; Forwards: R. W. Mitchell, C. J. Cooke, A. E. Carroll.

Possibles:—Goal: J. Forbes; Backs: A. Barros, Claxton, H. Sayer, Corpl. Morrish; Forwards: A. Claxton, P. M. Remedios, J. M. Pereira.

THE HARBOUR SWIM.

Entries closed last night for the harbour swim for the cup presented by the China Mail. The number of intending competitors is larger than on previous occasions, almost twenty names having been handed in, and the struggle on Saturday should be particularly interesting, especially as the swimmer who won last year is no longer in the colony.

PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS,"]
August 15th.

THE HEAT IN PARIS.

Since the French capital has become a veritable fiery furnace, Paris is practically deserted save by those who are compelled by business to stay behind. Society has at last departed, confident that the weather is now settled, and that the present heat wave is to continue. The seaside places are crowded to excess in spite of exorbitant charges; the summer weather has been so long in coming this year that one cannot wonder at proprietors of hotels, boarding-houses, &c., trying to get as much out of visitors as possible and so make up for the lateness of the season. Paris has become intolerable and is panting like a fish out of water. The shady side of the street is eagerly sought, the walls are hugged as it were, while hot drinks of all kinds are demanded by everybody. Work in consequence has become irksome. People go about in the flimsiest of attire, and there is nothing so much enjoyed as a dip down the river in the evening after the day's overpowering heat. The heat has come in with an ugly rush, causing more harm than good several deaths—chiefly of babies and old people—are reported; suicides, too, have become more frequent through the *grande chaleur*. Happily so far as the farmers are concerned, the present heat wave has just come at the right time to save the fast-decaying crops. In the country and at the seaside, the heat is equally terrible, and parents have the greatest difficulty in safeguarding their children from the sun's rays.

FRENCH WOMEN AND THEIR PLEASURES.
As compared with their British sisters it must be admitted that French girls and young women take their pleasures sadly when at the seaside. Whereas the British girl regards the days spent at the seaside as a complete change from town life, a period of absolute freedom from conventionality and, above all, a release from the city formalities of dress and etiquette, the French girl still persists in being a leader of fashion. This explains why the period she spends on the beach is only a modified repetition of her existence in town. For instance, she seldom goes to any but a fashionable resort, where one must be just as smart as in the capital, and the obligation to dress for dinner or luncheon and wear a low-cut frock at dinner is quite as imperative as if one were in Paris. There are certain proper costumes to be worn when bathing, and these are religiously observed by ladies both young and elderly when at the seaside. Now when an English girl goes in for a dip she enjoys herself almost as much as her brother; she puts on no airs and graces or seeks the latest fashions in bathing dresses. The result is she is all the better for it, and the change does her all the more good. Perfect freedom is her motto, and she wisely sticks to it. In France, no *civilite* or society lady would think of bathing without her corsets—which are special bathing invisible ones. French women are much too timid, hence why they are so delicate and weak as compared with the majority of their British sisters, who appreciate a holiday at the seaside as it should be, and do not indulge in any nervous fads.

AVIATION WEEK AT REIMS.
Aviation Week at Reims between August 22 and 29 promises to be the most important series of events in the history of the new art and science of aeroplaning. Nothing so ambitious has yet taken place, and the recent exploits of prominent aviators, and the unexpected exploits of hitherto unknown men, have given it a very great importance. Some thirty-six aviators—and their number is being added to daily—have entered for the various events, and there is keen rivalry as to the chances and prospects of the respective candidates. Messrs. Farman and Sommer are practicing eagerly—the latter has just accomplished a remarkable flight—usually after nightfall, when there are few people about to watch their performances, and one of these two candidates is expected to carry off the record for distance. Perhaps an all-time record in the case of the Channel flight—will carry off the prize. Experts say that M. Paulhan will probably carry off the prize for height, while other aviators are aiming at other prizes, and special interest will be given to the meetings by the presence of M. Blériot and M. Latham—the two cross-Channel rivals. Several Blériot machines will be seen in the air. Reims is at the present moment aeroplane-crazy. There is no doubt that the usually quiet little Cathedral town will reap a fine harvest from the visit of the flying men. Accommodation at hotels, &c., is already at a premium. Quite two million visitors are expected on the two Sundays and during the week. Numerous excursions will be run, and the railway companies expect an extensive demand for tickets.

OBSTINATE CHILDREN.
It is generally when the children are home for the holidays that parents have the best chance of finding out their faults. How to cure obstinate children is a problem that frequently perplexes parents. It may, therefore, be useful to state how Mme. Elizabeth Cochran-Lamargue succeeded in curing a child whose obstinacy was something more than common. A boy of fourteen months was brought to that lady in the country and she was given sole charge of him. She was the only person who came in contact with him, and he grew very fond of her. But from the first day he showed a determination to have his own way in everything. If during meals Mme. Lamargue dropped her serviette and asked the boy to pick it up, he would not move. She might threaten, reason, scold or cajole him—it was all the same. He would not do as requested if he did not feel like it. Finally he would fall asleep without having given way, and his ward had to put him to bed without having quelled him. After several similar

experiences, the lady gave up trying to master the obstinate child, for it always ended in her defeat, and her authority suffered every time she failed to vanquish him. At last the idea struck her that it would be a good plan to see a doctor, and together they hit upon a plan for reducing the child to obedience. The next time he refused to obey his guardian, she sent for the doctor. He prescribed cold-water treatment, and cloths soaked in cold water were placed on his back. He was put to bed, the shutters drawn, and the patient fed on bread and water. This lasted a fortnight, when the patient finally gave in.

THE TUBE.

All the fashionable and sporting side of the capital has emigrated to Normandy, principally to Deauville, Dieppe, Cabourg, Lisieux, &c., where the races are now in full swing. For thirty days they will proceed from one racetrack to another. As all these towns are quite close together the journeys are easily made by automobile, and no appreciable time is taken from the amusements which claim an enthusiastic attention during that period—tennis, polo, yacht-racing, to say nothing of balls and bridge parties. The French were rather late than we were to adopt the seaside habit, but when they did so they were satisfied with no half measures, and everything is done to make the *Normandie* season one long feast of gaiety and pleasure. Deauville is the sporting capital of Normandy, and its racetrack holds the same position in the Norman meetings as Longchamps does in the Paris courses or races. Both by the number and importance of its meetings and the value of its prizes, and consequently the quality of the horses running, Deauville ranks next to the great "Hippodrome" of the Bois de Boulogne. The Deauville *plateau* or racetrack was founded in 1864 by the Duc de Nemours, that brilliant half-brother of the Emperor Napoleon III. The course is a very charming one, with beautiful straight lines, on which nothing impedes the view, and a lawn planted with large trees through which the sea-breezes blow and keep up a perpetual freshness. At the other end of the Normandy month comes the race meeting of Dieppe. By that time the shooting season begins and visitors leave for Switzerland and other mountainous parts.

THE FUGITIVE FROM BANGKOK.

MR. ROBERTS MAINTAINS HE WAS ARRESTED ILLEGALLY.

Mr. C. J. J. Roberts, arrested at Colombo on Bangkok police instructions, was produced in court, on August 30, says the *Times of Ceylon*. Chief Insp. Barron (of the Bangkok police) produced the papers. The warrant was from the British Court at Siam. It bore the seals of the British and the Siam Legations. It was issued by the British Legation at Siam. It was known to him. He was the person. He was prepared to accept the accused back. The warrant had been endorsed by the Officer Administering the Government of Ceylon. Other formal evidence was given.

The Magistrate read out the Siam warrant. The charge was, he being attorney of the Standard Oil Co., of New York, of receiving on April 30 1908, 3,000 taels from an agent of the company, as his security, and feloniously converting to his own use. It was dated July 9 and signed by the assistant judge. It was shown to the accused.

The Magistrate then read out the complainant's affidavit and deposition. Mr. W. B. Walker, attorney of the Standard Oil Co., made his affidavit on July 9. He came to Bangkok on May 23 and found accused had committed irregularities and on June 29 resigned. On July 3 under instructions from the head office, he got a voluntary confession from the accused, that he appropriated funds of the Co. The day he disappeared from Bangkok. On July 5 he was informed of the receipt of 3,000 taels, of which there was no entry.

PRIMA FACIE CASE.
Mr. H. Warren, accountant of the Co., deposed to looking into the accounts and finding no entry of the 3,000 taels. The Chinese comptroller of the Co. deposed to being present when it was paid. Lew Chang Won, sub-agent, deposed to paying it to the accused.

An English solicitor deposed that the above made out a *prima facie* case against the accused under the English law, punishable by more than twelve months' rigorous imprisonment. The case was then read over.

Chief Insp. Barron was then vigorously cross-examined by the accused, but the details were of little interest.

The Magistrate said the papers produced raised sufficient presumption that accused had committed the offence, and it was his duty to hand him over.

ACCUSED SUBMITTED.
I have to state that I have been arrested illegally, because this warrant produced to-day is a duplicate. The original of this had already been submitted at Penang on July 29 last and according to section 50 of the Criminal Procedure Code, the warrant is not in force now, before. I say it is illegal to arrest me on this August 29 under a warrant that ceased to exist on July 29. I can bear out my statement by copy of the proceedings in the Penang Court on July 29.

REMANDED.
The Magistrate:—Are they under the seal of the Court?
Accused:—I have a copy of the proceedings published in the newspapers. I have applied for an official copy of the proceedings and it is on its way now. The Magistrate held the warrant had been duly authenticated by the judge who issued it and by the British Legation, also the depositions had been authenticated and there was the further evidence of the Chief Inspector. He accepted the papers as correct. The offence came within the Fugitive Offenders' Act. The warrant was still in existence. On a similar warrant he had been arrested at Penang. The proceedings there did not affect this warrant which was valid and legal. Accused would be remanded a fortnight to enable the accused, if advised, to apply to the Supreme Court for a writ of *habeas corpus*.

Accused was remanded till September 13. Mr. Elliott, instructed by Mr. Williams, watched proceedings for the Standard Oil Co.

LATEST STEAMER MOVEMENTS.
The C.N. Co.'s str. *Tawing* left Manila on the 14th inst., and is due here on the 17th inst. The *Chargours* Remis str. *Amiral Duperré* is expected to arrive here on the 20th inst., and will probably leave on the 21st inst. for the afternoon.

The C.P.R. str. *Empress of China* left Yokohama on the 14th inst. at 3 p.m. for Victoria and Vancouver, B.C.

THE FAR EAST REVISITED.

THE JAPANESE IN MANCHURIA.

(FROM THE "TIMES" SPECIAL CORRESPONDENT LATELY IN THE FAR EAST.)

The present attitude of China towards Japan should at least dispose finally of the apprehensions which have so often of late years haunted the West, and especially continental Europe. The Japanese, we were told, would acquire such a predominant influence over China that in a short time the White races of the world would find themselves in the presence of an aggressive coalition of the Yellow races, inspired, led, and equipped by Japan. A legend grew up of an army of Japanese emissaries disguised as Chinese carrying on anti-foreign propaganda to the uttermost ends of the Chinese Empire. The German Emperor himself drew with his august hand a lurid aerial picture designed to arouse his fellow Sovereigns to the new danger which threatened the peoples of Europe. As a matter of fact, the national character and individual temperament of the Japanese and the Chinese are in most respects so dissimilar as those of any two European nations. From the ethical point of view it is held by many that the Chinese and the Japanese are not only of different races, but of different natures, and certainly many of the qualities, both good and bad, of the Japanese people can be most easily accounted for on that basis. The Japanese no doubt owe to China much of their literature and philosophy, and the arts which they have always inherited what they borrowed from an inferior race. Except for the written character, the Japanese language differs fundamentally from the Chinese, and the Japanese are so rarely good linguists that it is doubtful whether a single Japanese can speak Chinese so as to pass for a Chinaman. It would be much easier to imagine a host of Englishmen parading in German uniforms, as disguised Teutons.

As an example of Japan has undoubtedly contributed to the awakening of the Chinese people, and large numbers of Chinese students have gone to Japan to study her literature, her Western methods and Western learning. The contact thus established has rather increased than diminished the old antipathy of the Chinese, which recent political developments in the Far East have served mainly to intensify. The Chinese seem to have expected that Japan, having borne the heat and burden of the day themselves, would hand over to them the entire fruits of their tremendous effort and sacrifice. They have expected that China would gratefully and submissively accept whatever crumbs she allowed to fall from her table. Human nature defeated both calculations, and the net result has been a growth of national antagonism.

CHINESE ANTAGONISM.
In Manchuria especially the hostility of the Chinese population constitutes one of the chief difficulties which Japan has to contend, and it is unfortunately to a great extent a difficulty of her own making. The proceedings of the military authorities during the period of occupation after the war and the behaviour of the troops were often, to say the least, high-handed and harsh. The Japanese soldiers had expected to be welcomed in Manchuria as brothers and saviours. They had counted, if not on active co-operation, at least on indirect assistance wherever opportunity offered. Instead they found a solid population inclined to resent the interference of the operations of war with their daily life, and at the same time quite ready to sell their services to either the Japanese with complete indifference to the righteousness of the cause he happened to represent. There was, therefore, very little tenderness for the Chinese when the war was over.

The hardships of the protracted campaign, the repeated failure to achieve the overwhelming success which so often seemed to be within the grasp of the Japanese armies, and the disapproval created by the terms of the Portsmouth Treaty also combined to harden the hearts of the Japanese. Things were not improved by the influx of Japanese settlers who had followed the army into Manchuria. They were largely drawn from the most undesirable classes, and, as an American missionary put it to me, if the soldiers chastised the Chinese with whips, the Japanese camp-followers chastised them with scorpions—especially when the Japanese pedlar and small trader found that he could not compete with the Chinaman on his own ground. The Russian, moreover, though he could be cruel enough at times, spent his money freely, whilst the Japanese have little money to spend; and he has tried, like the Japanese, to cut out the Chinese in the petty branches of trade. The final outcome of all this clash of interests and sentiments was that, whereas in 1895, after a victorious campaign waged by Japan against China herself, the Chinese in Southern Manchuria sincerely regretted the departure of the Japanese armies in consequence of foreign intervention, they now, after a war waged by Japan to repel Russian aggression upon China, have been much inclined to an independent policy to vote for a return to the Russian regime in preference to the Japanese.

Happily, things have improved a great deal since the period of military administration came to an end and the policy of Japan in Manchuria has been directed from Tokyo. Many of the Japanese civil officials fully realize the importance of allaying the hostility of the Chinese population, and their efforts in this direction are beginning to meet with some success. When I was at Mukden, for instance, the Japanese Consul-General, Mr. Kiké, whom many Londoners may remember as one of the most popular members of the Japanese Embassy, had recently promoted a friendly rapprochement between the Japanese Chamber of Commerce and the chief Chinese guilds. The natural play of economic forces is also gradually weeding out the Japanese settlements in Manchuria. Many of the worst elements lived mainly upon the army of occupation, and with its withdrawal their livelihood is more or less gone, and after a brief attempt to live, upon one little more firmness on the part of the Japanese authorities might, with advantage hasten this process. When legitimate trade languishes in a Japanese settlement laid out, for instance, at Antung, on ambitious and costly lines, there may no doubt be a great temptation to meet financial stringency by turning a blind eye on less reputable forms of enterprise. But it has been done and still does infinite damage to the good name of Japan, and gives a dangerous handle to her enemies who gamboling shops and opium dens and houses of ill-fame, frequented though they may be chiefly by Chinese, are allowed to flourish under the protection of the Rising Sun, especially when in the adjoining Chinese city genuine efforts are being made to suppress these evils.

THE SOUTH MANCHURIAN RAILWAY.
One of the best influences for the removal of international friction as well as for the economic development of the country has been that of the

South Manchurian Railway, since the present company was formed to operate it and Baron Goto, now Japanese Minister of Communications, took over the administration from the military authorities on April 1, 1907. Complaints had up to that time been not only as to the inefficiency, and worse, of the service and the discourtesy, and of the officials, but also as to the unfair preference given to Japanese traders. Some of these complaints, especially in regard to preferential treatment, were perhaps exaggerated. At a time when the limited resources left to the railway by the havoc of a year were heavily taxed even to supply the necessities of the army of occupation, the Japanese firms that furnished those supplies were necessarily given priority. The whole line, moreover, had originally laid it to their own standard gauge of 5 ft., and the Japanese had had to relay it, during the war, as they followed up the retreat of the Russian forces, on the narrow (3 ft. 6 in.) gauge which obtains throughout Japan, in order to operate it with the rolling stock hastily brought over from their own country. The first thing which the company did when normal conditions were restored, was to convert it to the broader gauge (4 ft. 8 in.) which obtains on the Northern Chinese Railway system and which had already been adopted for the Korean railways. During such transitional periods much confusion is bound to prevail and traffic had to be restricted within narrow limits until the arrival of the new rolling stock which was ordered with the utmost speed in America—the only country, it seems, capable of carrying out so large an order at so short a notice. In little more than a year the reconstruction of the permanent way was completed (May, 1907), and only the most conscientious traveller could to-day find fault either with its splendidly equipped trains or with the civility and efficiency of its staff.

The company's commodious steamers pounce with Shanghai, and it is now the favourite route both from Northern and Central China for joining the Trans-Siberian Railway to Europe. It affords also ample facilities for freight and though the rebates which it offers to clients who do a large amount of business with it may operate more frequently in favour of Japanese houses, because the latter are its largest clients, these rebates are granted at fixed rates and it is open to all to take advantage of them. As to competition with the Chinese Northern Railway the following incident suffices to show that the latter suffers far more from the extortionate and retrograde methods of the Chinese authorities than from any unfair practices on the part of the Japanese. An export firm at Mukden despatched a freight train of beans to the Chinese Northern Railway via Shanhaiwan and Peking to Hankow. The Shanhaiwan freight was detained for payment of *likin* or transit dues so prohibitive that the exporters preferred to bring it back again in Mukden and transfer it to the South Manchurian Railway for shipment via Dairen and Shanghai to Hankow.

SCOPE OF THE SYSTEM.
The South Manchurian Company now operates 703 miles of railway, including a narrow (2 ft. 6 in.) gauge line from Mukden to Antung. Before the war the main line from Suchiatun junction to Dairen, a distance of 263 miles, will have been double-tracked in order to handle the increasing mineral traffic from the Fushun coal mines. These are worked by the company, and form one of its most valuable assets, for 1908, amounting now to 2,000 tons a day, whilst, according to an official report, the most conservative estimate of the coal in the belt is placed at 800,000,000 tons. The cost of producing the coal at the pit's mouth will, it is expected, be brought down shortly to Yen 1.50 (5s.) per ton. Two short branches connect the main line with Newchwang and with Port Arthur. Besides Mukden, the administrative capital of Manchuria, the South Manchurian Railway has important trading centres at Tieling and at Changchun, the terminus of the line where it joins the Russian railway system, and the branch line which is to connect Changchun with Kirin will open up one of the finest agricultural districts in the country. The results of the half-year ended on March 1 last showed very large increases over the corresponding half-year of 1907-1908, and are held to have entirely justified the liberal and progressive policy initiated by Baron Goto and carried on with undiminished energy by the board of directors under Mr. Z. Nakamura. More than Yen 46,000,000 (24,600,000) have already been invested by the company in various productive enterprises. The export of beans, both in their natural form and in the shape of bean cake and bean oil—always the staple produce of Manchuria—has attained extraordinary development, some 60 ships, mostly British, having been loaded at Dairen during the last season. Formerly this produce went almost exclusively to Chinese and Japanese ports, but both bean cake and bean oil are now exported in increasing quantities to England and to America, for soapmaking and biscuit making, as well as for fertilizers.

One of the most characteristic institutions at Dairen is a Government laboratory for scientific research in aid of industrial and agricultural enterprise, as well as for hygienic purposes. It undertakes the hygienic analysis of water and mineral springs, drugs and chemicals, liquors and food, &c.; bacteriological examinations for medical and sanitary purposes; the inspection and surveying of mines; analysis of minerals; the examination of building materials; the examination of oils, fats, pulps, and other organic products, as well as of textile fibres; the determination of their dyeing qualities, &c. The laboratory, which is very public, a special room with the necessary machinery and apparatus being placed at the disposal of any person wishing to conduct his own experiments. Reports of the investigations conducted by the officials of the laboratory, who are all Japanese scientists of recognized competency, can be at any time consulted by the public, and there is an interesting specimen room containing samples of Manchurian produce and of the results already experimentally obtained. The laboratory also undertakes preliminary for the future industrial development of silk from the wild silkworm which abounds in some of the wooded hills of Eastern Manchuria, the preparation of a much finer quality of *sanshi*, a sort of Chinese wine distilled from the Manchurian bean, and above all the manufacture of paper from the stalk pulp of the Manchurian millet (*kaoliang*). This millet grows to a height of 12 and even 15 feet, and its stalk has been hitherto chiefly used as fuel by the Chinese. The supply is almost unlimited, and if it became marketable for conversion into paper not only will a new industry spring up for Fushun coal for domestic fuel amongst the Chinese, but two very big birds would be killed with one stone.

TALIANWAN—DALNY—DAIREN.
Certainly nowhere in Manchuria is Japanese activity seen to better advantage than at Dairen. Port Arthur is now almost deserted, though it is still the seat of government for the whole of the leased territory. The Japanese are strengthening its fortifications towards

THEIR SCALPS IN A DREADFUL STATE

Four Children Suffered a Year with Terrible Ringworm—Hair All Came Out in Patches Leaving Scalp Dry and Scaly—Grew Worse Under Various Treatments.

ALL CURED BY TWO SETS OF CUTICURA

"About eighteen months ago my four children had ringworm on the body and head. They were under the doctor's care over three months without any satisfactory result, in fact they got worse. Then we tried several other so-called remedies without effect. All the hair came out in patches and left the scalp dry and scaly. They were in a dreadful state. At last a friend persuaded me to try the Cuticura Remedies. I used the complete treatment, Cuticura Soap, Ointment and Resolvent. I had two lots of each and before I finished the second lot they were completely cured. Now they have beautiful heads of hair, soft and glossy. I still continue to use the Cuticura Soap, which I find much superior to all other soaps for the head and skin. My children had been under a doctor's care twelve months before I tried the Cuticura Remedies and I shall always recommend them to all. Edward S. Walker, 67, Oxford Street, Longbarno, Leicestershire, Eng., Dec. 6, 1908."

For Faded Fretted Women

In the 32-page pamphlet wrapped about the Cuticura Soap box, you will find valuable suggestions for removing freckles, disfiguring humors, rashes and inflammations; for restoring faded, discolored, and sunken skin; for bringing about a normal condition of health, strength and beauty.

Cuticura Remedies are sold everywhere. The British Dispensary, Ltd., 10, Abchurch Lane, London, E.C. 4, is the sole agents for the British Isles. For full particulars, send for the pamphlet, or write to the Cuticura Remedies Co., P.O. Box 103, New York, U.S.A.

the sea, but all the great forts on the land side remain such as they were on the day of the capitulation, silent witnesses, scarred by shells and hurled by mines and counter-mines, to the terrible severity of the struggle waged on their blood-stained slopes. So long as they remain command of the sea the Japanese believe that the narrow neck of land by which Port Arthur can alone be approached from the north can be held against any odds. It is upon Dairen that they have concentrated all their energies, and these energies are essentially peaceful. Their object is to convert the port into one of the chief commercial centres of Eastern Asia. Much had already been done by the Russians during their brief tenure of Dairen, as it was then called, but much more remained to be done when it passed into Japanese hands. The harbour is being extended so as to afford additional facilities for shipping, a new breakwater has been built to perfect the shelter which it already provides; railway lines already run down to the spacious quays, and elevators are about to be constructed for the more rapid loading of ships. Broad roads and new streets are being laid out on a well-considered plan, and the stately premises, suited for the head offices of the South Manchurian Railway, indicate the scale upon which the company, the real *genius loci*, expects Dairen to develop in the future. Nor can one regard its ambitions as excessive when one remembers that 12 years have not yet elapsed since, in anticipation of a Russian Government policy to throw the obscure fishing village, which was then called Talienwan, open to the foreign trade of all nations, Talienwan—Dairen—these three successive names came up the whole evolution of the Far Eastern question during the last decade. The friends of Japan can only hope that the work which has before her in Manchuria will henceforth be conducted in the broad and statesmanlike spirit which she now displays at Dairen. Had she displayed it from the beginning in all her dealings with Manchuria since the close of the last war, she might have spared many of the difficulties with which she is still confronted. The friendly relations now established at Dairen between the Japanese on the one hand and the Chinese population as well as the foreign residents on the other are at any rate a happy augury. Here at least the "open door" is a fact.

ANOTHER JAPANESE BOYCOTT THREATENED.

The Shanghai Tootai has issued a proclamation to the following effect:—"The pending affairs in the Three Eastern Provinces have been duly negotiated between the Waiyuan and the Japanese Minister to Peking and have been concluded in general principle and will be amicably settled. However, bad characters have come to Shanghai at this time and are trying to incite people to boycott Japanese goods calling these acts as civilized measures of retaliation. They are simply trying to cause excitement and raise money for their own benefit. We heard of this some time ago and have strictly ordered the businessmen not to be tempted by them. Thus the said bad characters were printed and circulated circulars advocating the boycott, which we deplore deeply. Shanghai is a great commercial town and the trade is quite considerable. At the same time there are many bad characters. Owing to disasters in various provinces goods are overstocked and there is commercial depression here. If there be any sign of boycott, such bad characters will take advantage of that and will cause trouble and the result will be very bad for trade. We have already ordered the arrest of the leader of the persons printing the circular, and at the same time we have issued a proclamation to let all merchants and people know that they should peacefully engage in their own business to avoid any trouble without being tempted by young men who are quite ignorant. We will deal with any persons who act against law and order without leniency, and we hereby strictly prohibit anyone joining such illegal acts. This proclamation should be tremblingly obeyed without fail."

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be accompanied by the necessary payment. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PANGE CODES: A.B.C. 5th Ed. Lieber's.

P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET

N^O. 4, CLIFTON GARDENS, Conduit Road. Immediate Possession.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 16th September, 1909. [1203]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 55, Bonham Street, West Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the proposed resolution will be proposed.

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened.

RESOLUTIONS.

That the Articles of Association be altered in manner following—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty".

(b) In Article 86 the word "Three" shall be substituted for the word "Ten".

NO. 11 HING, General Manager.

Dated the 14th day of September, 1909. [1205]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co's Steamer
"DELTA"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Indian."
From Calcutta, ex s.s. "Japan."
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to payment of storage.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 15th September, 1909. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENDORAN"
FROM ANTWERP, LITTLE, MIDDLES, BRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 29th inst., or they will not be recognized.

All iron, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th September, 1909. [1206]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

having arrived, "AUSTRIA" is hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Smyrna ex s.s. "Carthage" transhipped at Trieste.

Port Said ex s.s. "Trieste" transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary is given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Underwriter before Noon on the 22nd inst., or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 21st inst., at 10 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th September, 1909. [3]

PUBLIC COMPANIES

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 25th Sept., both days inclusive.

DOUGLAS, LAIRDALE & Co., General Managers.

Hongkong, 8th September, 1909. [1185]

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND OF THIRTY-FIVE CENTS per Share for the Six Months ending 30th June, 1909, will be Payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, both days inclusive.

SHEWAN TOMES & Co., General Managers.

Hongkong, 7th September, 1909. [1176]

HONGKONG CLUB.

NOTICE

THE SIXTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1896) of the Hongkong Club, Payable on THURSDAY, the 30th September, 1909, will be held at the Hongkong Club House at 11 o'clock a.m., on SATURDAY, the 18th September, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order,

JAMES CRAIK, Secretary.

Hongkong, 2nd September, 1909. [1148]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on THURSDAY, the 23rd inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1135]

HONGKONG JOCKEY CLUB.

NOTICE

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersecretary, from whom all particulars regarding Prize and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address— "GOOD VIEW" Office.

Hongkong, 14th September, 1909. [53]

FOR SALE

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—
C. SCHOETER, King's Buildings, 11th Floor.

Hongkong, 1st September, 1909. [1140]

FOR SALE

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horsepower, by Messrs. BROWN and LINDLEY.

For further particulars apply to—
HONGKONG ELECTRIC CO., LD., St. George's Buildings.

Hongkong, 29th July, 1909. [1111]

THE VIENNA CAFE COMPANY, LTD.

No. 34, QUEEN'S ROAD CENTRAL.

Telephone No. 92.

BEG to notify the Public that a modern and up-to-date BAKERY and CAFE under exclusive European Management will be opened at the above entirely rebuilt and modernized premises, on

SUNDAY, THE 19TH INSTANT.

The Latest Sanitary Improvements Employed. Strictest Cleanliness all over the place. Use only First Class Flour and other Material. The Company has secured the services of Messrs. J. SOMMER and A. SZKLOWSKI, for the Bakery and Confectionary Departments. The long experience of both Gentlemen in up-to-date Establishments on the Continent is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 14th September, 1909. [1202]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, 15th September, 1909. [1128]

INTIMATIONS

THE COMMITTEE OF THE HONGKONG CRICKET CLUB

HAVE ARRANGED A PROMENADE CONCERT

Under the Distinguished Patronage of H.E. SIR F. LUGARD, K.C.M.G., C.B., D.S.O., and THE COMMODORE.

To be held

IN THE GROUNDS OF THE CLUB, On SATURDAY, the 18th SEPTEMBER, 1909, at 9.15 P.M.

By kind permission of Lieut. Col. BAYARD, D.S.O., and Officers, the Band of the "Ruffs," conducted by Bandmaster Hewitt, will assist.

The following Ladies and Gentlemen have promised to assist—Miss GABRIEL POTTS, Mesdames BADELEY and BELLIS; and Messrs. HANNIBAL HONE, CARROLL G. P. LAMMEET and WORCESTER.

TICKETS ... \$1.00

May be obtained from any Members of the Club or—
The Robinson Piano Co., Messrs. Montrie & Co., Ltd.

The Hon. Secretary of the Kowloon Cricket Club. A Late Car will run to the Peak.

Hongkong, 13th September, 1909. [1187]

REMOVAL.

I HAVE REMOVED my Office to No. 41, WYNDHAM STREET.

H. M. H. NEMAZEE.

Hongkong, 14th September, 1909. [1201]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersecretary for Submission to the General Committee. The entrance fee is 35, and the Annual Subscription \$200. Any respectable Soteman is eligible for Membership.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

TENDERS are invited for the Supply to H.M. Naval Yard of the undermentioned TIMBER MATERIALS for one year from 18th October, 1909, viz.—

TEAK
AMERICAN FIE
OREGON PINE
CAMEROON WOOD
HARDWOODS

BAULK, THICKSTUFF, SCANTLING, PLANK, and BOARD.

Forms of Tender and information in regard to the conditions of contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard. A deposit of One Hundred Dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The Tenders, which will be received till Noon on 2nd proximo, should be sealed and addressed to the NAVAL STORE OFFICER, H.M. Naval Yard.

The lowest or any tender will not necessarily be accepted.

Hongkong, 13th September, 1909. [1196]

TO LET

TO LET.

N^O. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—
H. M. H. NEMAZEE, 9, Peddar's Hill.

Hongkong, 14th August, 1909. [1073]

TO LET.

N^O. 1, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [1035]

TO LET.

DUNHAVEN, 33, ROBINSON ROAD, 52, CAINE ROAD.

Apply to—
HO U MING, 81, Queen's Road Central.

Hongkong, 7th September, 1909. [1177]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—
BEUTER, BRÜCKELMANN & Co.

Hongkong, 1st July, 1909. [913]

OFFICES TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—
JOHN D. HUMPHREYS & SON, Alexandra Buildings.

Hongkong, 6th September, 1909. [1171]

TO LET.

King's Buildings.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [818]

TO LET.

N^O. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

Apply to—
"ERANER BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

HOUSES IN LYMEON VILLAS, Kowloon.

Apply to—
ABBATOON Y. APCAR & Co., 14, Des Voeux Road.

Hongkong, 24th August, 1909. [399]

TO LET.

N^O. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six-Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO, 33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

TO LET.

N^O. 26, WYNDHAM STREET, suitable for SHOP and OFFICE, &c., lately occupied by Wellmann Ltd., for Tiffin Rooms.

Apply to—
YEE SANG FAT & Co., Opposite General Post Office.

Hongkong, 21st June, 1909. [871]

TO LET.

GODOWNS Nos. 7 and 10, and the Top Floor of No. 3, (Tang Lap Ting's, Gelowina East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

TO LET.

N^O. 1 and 3, MOREISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply to—
MESSRS. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon. 1 ROOM on 1st Floor of "Hotel Mansions," with use of Bath Room, suitable for Offices or Living Room.

NEW and COMMODIOUS SHOPS, Nalhan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 29th June, 1909. [909]

TO LET.

N^O. 75, WYNDHAM STREET, SIX ROOMS HOUSE. Electric Fittings.

Apply to—
A. B. AVASIA, 1, Duddell Street.

Hongkong, 10th September, 1909. [941]

TO LET.

A HOUSE in Wong Nei Chong Road. OFFICES in RIFON TERRACE. OFFICES to Let, No. 2, Cannagh Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply to—
CHATEL & MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

STORAGE. For Coal, Timber, &c.

TO BE LET, Portion of MARINE LOT No. 255 at NORTH POINT, suitable for above purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 35 on PRATA EAST. Approximate AREA 47,000 SQUARE FEET. 999 YEARS' LEASE.

For Particulars apply to—
GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [98]

TO LET.

N^O. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMSHAN, CANTON, now in occupation of the Canton Kowloon Railway. The EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLILLO TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.—Tor Chest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 30th August, 1909. [100]

TO LET.

N^O. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—
E. A. C. CARVALHO, 14, Arbuthnot Road.

Hongkong, 4th August, 1909. [1036]

TO LET.

IN No. 6, DES VOEUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31, Wyndham Street.

DAVID SABSON & Co., Ltd.

Hongkong, 15th September, 1909. [1054]

TO LET

TO LET.

N^O. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, &c., lately occupied by Wellmann Ltd., for Tiffin Rooms.

Apply to—
YEE SANG FAT & Co., Opposite General Post Office.

Hongkong, 21st June, 1909. [871]

TO LET.

GODOWNS Nos. 7 and 10, and the Top Floor of No. 3, (Tang Lap Ting's, Gelowina East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

TO LET.

N^O. 1 and 3, MOREISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply to—
MESSRS. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon. 1 ROOM on 1st Floor of "Hotel Mansions," with use of Bath Room, suitable for Offices or Living Room.

NEW and COMMODIOUS SHOPS, Nalhan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 29th June, 1909. [909]

TO LET.

N^O. 75, WYNDHAM STREET, SIX ROOMS HOUSE. Electric Fittings.

Apply to—
A. B. AVASIA, 1, Duddell Street.

Hongkong, 10th September, 1909. [941]

TO LET.

A HOUSE in Wong Nei Chong Road. OFFICES in RIFON TERRACE. OFFICES to Let, No. 2, Cannagh Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply to—
CHATEL & MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

STORAGE. For Coal, Timber, &c.

TO BE LET, Portion of MARINE LOT No. 255 at NORTH POINT, suitable for above purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 35 on PRATA EAST. Approximate AREA 47,000 SQUARE FEET. 999 YEARS' LEASE.

For Particulars apply to—
GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [98]

TO LET.

N^O. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMSHAN, CANTON, now in occupation of the Canton Kowloon Railway. The EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

INTIMATIONS

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as amended in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farm period commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October 1909, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except in the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under seal.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:—
BRITISH NORTH BORNEO—OPTUM, SIBIRI, GAMBLING AND PANDANONG, as follows:—

(a) In one concession for the whole State.
(b) In one concession for the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province of Sarawak.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Boreah point.

(v) PROVINCE CHIAKE—being the Territory between Batu-Batu and the Lawas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—
(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the rent to be allocated to each separate Farm.

(b) The tenderer must also bid itself to accept the highest or any tender, and reserves to itself the right of making any arrangement it may deem advisable as regards the letting of the Farm.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contract for the Farm may be seen on application at the Office of the said Secretary, at Sandakan, or of Messrs. GUTHRIE & Co., at Singapore, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Charcoal fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per ton... \$ 2.40
" 500 lbs... 0.50
" 250 lbs... 0.25
" 125 lbs... 0.12
" 62 1/2 lbs... 0.0625
" 31 1/4 lbs... 0.03125

(h) The Opium Farmer is responsible for doing that Charcoal is not sold by retail at the Opium Farm or at the Opium shops at prices other than those fixed by Government and named above (g).

(i) The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Charcoal and spirits.

(j) During the continuance of the Farm Period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Gin or Gin and Spirit prepared by them, and to any vessel containing spirits for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they purpose to deposit with the Government as security for the Farm rent.

(l) The following Proclamations govern the leasing of the Farms in N. B. Borneo viz:—
SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.
The Liquor Proclamation No. 17 of 1901.
The Pann-Borneo Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.
The Gambling Proclamation No. 8 of 1891.
Hongkong, 3rd May, 1909 [695]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,310.

I. Authorized Capital... £5,000,000
Subscribed Capital... 3,275,000
Paid-up Capital... 1,212,500 0 0
II. Fire Funds... 3,204,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [908]

NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

Apollinaris

THE QUEEN OF TABLE WATERS.

48 Quarts... \$14.00
24 Quarts... 7.00
48 Pints... 11.50
100 Splits... 15.50

CARLOWITZ & CO.

Sole Agents,
No. 2, Connaught Road, Central. [958.3]

MARTIN'S
APIOL-STEEL
PILLS
A French remedy for all irregularities of the female system, such as pain, headache, nervousness, etc. It is a powerful purgative, and is recommended by all the leading medical authorities.
MARTIN'S
APIOL-STEEL
PILLS

GRACA & CO.

No. 27 Des Vaux Road, Dealers in

POSTAGE STAMPS

AND PICTORIAL POST CARDS.

Just Received, a Selection of

POSTAGE STAMP ALBUMS

WITH MOVABLE LEAF.

Duplicate Pocket Books, Magnifying Glasses.

Watermark Detectors, Nickel Tweezers.

"Perforated" Stamp Hinges, &c., &c., &c.

Inspection Invited. [910]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS IN 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to .588, at \$5.37 and

\$7.50 per 100. SPORTING REQUISITES

and ALL GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [623]

DAVID COSSAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULIN

ARNHOLD, KARBURG & CO.

Sole Agents.

[1674]

SINGON & CO.

IRON, STEEL, METAL and HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers, Pig Iron, and

Foundry Cokes Importers. General Store-

keepers and Shipchandlers. Nos. 35 & 37, HING

LOONG STREET, (2nd Street, west of Central

Market) Telephone No. 515. [583]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

A. TACK & CO.

PHOTO-SUPPLIES.

26, DES VAUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

SCIENTIFIC MISCELLANY.

THE QUESTION OF 100 MILES AN HOUR—
THE RUBBER SHOE—STEEL NOT ATTRACTED
TO THE MAGNET—AN AIRSHIP DIRECTION-
FINDER—ANOTHER IMITATION RUBBER-
STRAW MATCHES—A LECTURE LANTERN
NOVELTY—HAND-SIZE "MAGNET-CRANE"—
SEED ENDURANCE.

Whether railways shall use steam or electricity is a problem that Prof. W. E. Dalby, British engineering authority, believes must be determined by the speed desired. For ordinary service, with trains not exceeding 50 or 55 miles an hour, there is no more economical apparatus than the steam locomotive, but in gaining the great additional power necessary for higher speeds, the electric motor has the advantage of being free from the deadweight of the steam locomotive. The largest steam locomotive now used yields little more than 1,000 horse-power. An electric motor of 150 horse-power can be attached to every axle, and an ordinary train can easily utilize 12,000 horse-power. With this electrical equipment, the train can travel 100 miles an hour, with a weight of 1,200 tons. The enormous power must be supplied by the generating station, however, and between station and motors is a large investment in copper, while roads must eliminate present curves before cities 100 miles apart can be connected by trains running in an hour. The high-speed electric trains are practicable if passengers will pay two or three times the present fares.

The new ship rudder that has given remarkable results on motor boats is in two hinged halves, opening like a book. When closed, it is an ordinary rudder; but when the wings are open, the water from the corkscrew action of the propeller strikes the flat surface, which acts so powerfully as a brake that the boat can be stopped with the engines still making full speed ahead. With the rudder halves opened a little more, so as to incline forward, the vessel actually begins moving astern, with the propeller still running.

A remarkable peculiarity of manganese steel is its almost complete lack of magnetic properties. A bar of this steel balanced on a knife edge was not drawn out of balance by a powerful electro-magnet, but when hammered into very thin foil the steel was lifted by the magnet.

The course of an airship results from both the forward motion due to the propeller, and the drifting motion that may be set up from any cause, and to determine the true direction at any time the Siemens Brothers, of Berlin, have devised a novel and important special instrument. It is a combination of horizontal and vertical telescopes mounted to rotate around a vertical axis. A prism reflects the images formed by the vertical telescope onto one-half of the field of the horizontal telescope, the images of the latter filling the other half of the field of view, and thus on the prism run in vertical planes parallel to the axis of the horizontal telescope. As the balloon moves along, objects on the earth's surface cross the field of view. The apparatus is turned on its vertical axis until these objects seem to be travelling in the direction of the lines in the prism, and the horizontal telescope will then point forward or backward as required—along the horizontal direction in which the balloon is moving. The point on the horizon corresponding to this direction can be viewed through the eyepiece of the telescope.

One of the late substitutes for India rubber—patented in Great Britain and Germany by A. G. Lury—is produced by mixing certain chemicals with animal refuse, containing gelatin. Good results are obtained from 100 parts of animal refuse, 50 of water, and 20 of oil, which are stirred together for an hour, when potassium bi-chromate and sodium stannate are added in the proportion of 1 per cent. of each. The liquid is then heated to 212 deg. F. for five minutes, or until sufficiently pasty, when it is poured into moulds. For greater toughness and hardness, 20 per cent. of oil, 1 per cent. each of sodium stannate and potassium bi-chromate and 5 to 10 per cent. of sulphur are added, and the mass is heated to 257 deg. F.

An improvement in matches, with a material saving in wood, is expected from the use for sticks of the straw of various grasses and cereals. Suitable machines cut the straw into lengths of two inches, and winnow it to get uniform size, and the pieces are then dipped in paraffin, and dried. The inflammable tips are then applied by dipping into the usual mixture of chlorate of potash, gun arabic, etc. The process is simple and practical, and on a large scale offers the advantages of wax matches at low cost.

The value of the stereopticon to lecturers, and especially to teachers, is likely to be much enhanced by a new device making unnecessary any assistant to manage the lantern. This is the idea of M. Moulin, of the School of Physics and Chemistry in Paris. A suitable drum rotated by a tiny electric motor carries a chain that picks up the slides from a box on the tube holding the lenses, passing them successively into the lantern—where a guide controls them, and after use delivers them into a second box. The motor can be reversed, so as to throw on the screen a picture desired. The lantern, of course, is placed near the lecture table, and the various switches controlling the illumination room, the arc light of the lantern and the motor-circuit are within easy reach. With his projection apparatus well in hand, the lecturer easily brings the slides into place as wanted, without the delay and annoyance of instructing an assistant.

Lifting by electro-magnets in large cranes has become an important means of handling heavy

masses of iron and steel, and hand magnets are now proving a great convenience for picking up nails, screws and other material in store and factory. One type weighs, but seven pounds lifting a maximum load of more than ten times its weight. The magnet can be attached to an ordinary 110-volt direct-current circuit, and is energized by closing the circuit by means of a push button on the handle. Besides the ordinary handling of hardware, such bits of service can be performed as drawing out pieces of metal otherwise difficult to reach.

The vitality of seeds does not seem to be affected by extremes of heat and cold that no animal life can endure. Theoretically, says Dr. F. F. Blackman, they seem to be immortal. In late experiments, the heat of boiling water and 200 deg. of cold both failed to take away the power of germination, and soaking in ammonia or corrosive sublimate does not affect it. Of ten seeds 87 years old that were planted by Bequiere, three at least proved to be capable of germinating and developing into plants.

SINGAPORE AND SHIPPING RINGS.

Sir Arthur Young, the Colonial Secretary of the Straits Settlements, in his Report on the Administration of the Straits last year, referred in my report for the year 1907 to the Shipping Conference in force here, and the effect of the control by that Conference of the freight rates in practically precluding any sailing vessel from obtaining cargo in the Colony, and placing a like embargo upon the economically run " tramp " steamers, British mainly, which used to participate largely in the important overseas carrying trade.

I also referred to the report of a Sub-Committee of the Chamber of Commerce, Singapore, which emphasized the fact that a practice exists under which these Conferences pay a preferential or so-called " secret " return of 5 per cent. on the total of all freights earned from the Straits by Conference steamers to a limited number of privileged firms or persons, and mentioned that his Sub-Committee had placed on record that these privileged firms, among whom are foreign firms, were placed at an advantage over other merchant shippers in the Colony.

The Royal Commission on Shipping Rings has since made its report and the majority have advised that it is inexpedient that the system of deferred rebates be prohibited by law, but adopt as their main recommendation that if the Conference system is allowed the shippers and merchants in a given trade should form themselves into an association so that they might be able to present a united front to the Conference when any controversy arose.

The merchants and shippers of this Colony act in a large number of cases also as agents for shipowners, and it remains to be seen how far this recommendation can be adopted here.

In the last two paragraphs, remarks the Free Press, lies the key of the position. The Royal Commission did not deem it expedient to recommend the prohibition of deferred rebates by law, but recommended combination among the merchants. There are very few merchants in the Straits who are outside the influence of the Shipping Ring, and those within it are paid a preferential rebate not to interfere. Obviously therefore the resort of the merchant to combination is impossible here. But we once more quote from the report of the Royal Commission on Shipping Conferences on the secret rebate. If that paragraph, combined with this second marked reference to the operations of the Conference by the Colonial Secretary, are not sufficient to indicate to the mercantile community the remedy that lies to their hands, we shall cheerfully subscribe to the applicability of the saying to our circumstances, " that a rod is as good as a wink to a blind horse." These are two pregnant sections of the Royal Commission's Report:—

"The inference seems irresistible that the effect of bringing the Straits Settlements under the operation of a Shipping Ring has been to raise materially the rates of freight, and at the same time to damage the interests of British shipping generally by substituting foreign lines for British tramp steamers and sailing vessels." (Page 106.)

"The chief objection [to the granting of uniform rates to all shippers, large and small] is the case of the Straits Homeward Conference, in which an agreement has been made by the Conference with certain of the more powerful merchant firms granting them a considerable preference in the form of an extra rebate. The circumstances of this case are very exceptional and may, if the course adopted be persisted in, call for legislation."

SOBER BY LEGISLATION.

DRUNKENNESS REDUCED IN SCOTLAND.

The figures given by the Lord Advocate in answer to a question of Mr. Murray Macdonald (the Liberal Member for Falkirk-Burghead) are eloquent of the striking effect of the new whisky duty in diminishing drunkenness and crime in Scotland.

The Budget resolutions raising the duty on whisky were passed on April 29. During the following months of May and June the lessened consumption following on the rise in price brought down the apprehensions for drunkenness in Scotland from 4,361 in May, 1908, to 2,965 in May 1909—a fall of 32 per cent.—and the commitments to prison fell from 1,578 in May, 1908, to 1,138 in May, 1909—a decline of 28 per cent.

This striking reduction continued into the month of June, 1909, and even made further progress, the reduction, both in apprehensions for drunkenness and in commitments to prison, during that month being 34 per cent. as compared with June, 1908. The fall can only be traced to the rise in price. So marked and sudden a reduction in drunkenness appears to be almost unparalleled in the history of the country.

Mr. Murray Macdonald's question, was a request for the number of arrests for drunkenness in Scotland in the months of May and June in 1907, 1908, and 1909, and the number of commitments to prison during those months in the three years.

The Lord Advocate's reply was in the following terms:—Number of apprehensions and commitments for drunkenness under the six heads—drunkenness and drunk in charge of child, &c., and habitual drunkenness—and the numbers of commitments to prison, during the months of May and June in 1907, 1908 and 1909:—

	Total	Apprehensions	Commitments to Prison
1907	4,744	4,770	1,664
1908	4,361	4,404	1,578
1909	2,965	2,972	1,138

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £30.

Write for Handbook, sent post free.

JMELVILLE, GILYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steam Service by the S.S. "KORYU MARU" and "SAIKO MARU" (2,377 tons each)

NORTH-BOUND.

Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday	Sunday or Monday
Ar.—Mukden	11 a.m.	Sunday	Tuesday	Friday
Ar.—Changchun	8.50 p.m.	"	"	"
Ar.—Harbin	9.15 p.m.	"	"	"
Ar.—(Russian Train)	5 a.m.	Monday	Wednesday	Saturday
Ar.—Harbin	6.55 a.m.	"	"	"
Ar.—Shanghai	3 p.m.	"	"	"

Connecting at Harbin with State Express for Moscow. Wagon-Lits for Moscow. State Express for St. Pet'g.

SOUTH-BOUND.

Leave—Harbin	Arrive—Changchun	Ar.—Mukden	Ar.—Dairen	Ar.—Shanghai (Steamer)
9 a.m.	6 p.m.	7.10 p.m.	2.30 a.m.	12.30 afternoon
Thursday	Friday	Saturday	Sunday	Tuesday

Connecting at Harbin with State Express for St. Pet'g. Express from Moscow. Wagon-Lits from Moscow.

*Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES.

The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.

YAMATO HOTEL (Tel. Ad. "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad. "MANCHU." Codes: A.B.C., 5th Ed. A.I. and Lieber's. [137-722]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

PER CASE \$12

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENROCK AND HAS BEEN SOLD SINCE 1857

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA

A. S. WATSON & Co., Ltd.

BETTER THAN COPAIBA

GRIMAULT'S MATICO

GRIMAULT & Co. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copaliba, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in all chronic cases.

ON SALE

SHIPPING.

ARRIVALS.

AUSTRIA, Austrian str., 4,879, B. Batel, 15th Sept.—Tientsin 17th July, General—Sander, Weller & Co.

BENDORAN, British str., 2,587, A. W. T. Thomson, 15th Sept.—Singapore 9th Sept. General—Gibb, Livingston & Co.

CEYLON MARU, Japanese str., 3,132, F. L. Pyne, 15th Sept.—Bombay and Singapore 9th Sept. General—Nippon Yusen Kaisha.

CHARLESTON, American ship, 9,900, Comdr. J. H. Gibbons, 14th Sept.—Daly 8th Sept.

CHENAN, British str., 1,350, Brown, 15th Sept.—Shanghai 12th Sept. General—Butler, Field & Swire.

CHINUA, British str., 15th Sept.—Canton.

CHUYEN, Chinese str., 1,177, C. Stewart, 15th Sept.—Shanghai 11th Sept. General—C. M. S. N. Co.

CLEVELAND, American cruiser, 3,213, Comdr. Rodin, 14th Sept.—Daly 8th Sept.

DALHUS MARU, Jap. str., 899, F. Kabanaki, 15th Sept.—Swatow 14th Sept. General—Osaka Shosen Kaisha.

DELTA, British str., 4,779, B. W. H. Snow, 15th Sept.—London and Singapore 10th Sept. General—P. & O. S. N. Co.

DENVER, American cruiser, 3,200, Comdr. E. E. Caperton, 14th Sept.—Daly 8th Sept.

GLAVERTON, American cruiser, 3,100, Comdr. J. A. Hoogwerf, 14th Sept.—Daly 8th Sept.

GLENGOLK, British str., 2,399, W. T. Larkins, 15th Sept.—Rangoon 8th, Penang 7th and Singapore 10th Sept. General—Oder.

HAITAN, British str., 1,133, J. S. Rosch, 15th Sept.—Swatow 14th Sept. General—Douglas, Lapraik & Co.

HELENE, German str., 771, J. Jensen, 15th Sept.—Tientsin and Hongkong 14th Sept. General—Jensen & Co.

IYO MARU, Jap. str., 3,918, S. J. G. Parsons, 15th Sept.—London 7th August, General—Nippon Yusen Kaisha.

SEXTA, German str., 992, N. Jensen, 15th Sept.—Bombay 13th Sept. General—Jap-Chin-Japan Ltd.

VICTORIA, Swedish str., 989, T. Ekefort, 15th Sept.—Hulphong 9th and Hokoh 14th Sept. General—Waller & Co.

WING SANG, British str., 1,425, J. Smith, 14th Sept.—Wakamatsu 9th September, Coal—Jardine, Matheson & Co.

CLEARANCES.

AT THE HONGKONG CUSTOMS OFFICE, 15th September.

Chenon, British str., for Canton.

Delta, British str., for Shanghai.

Devonport, German str., for Bangkok.

Hinseng, British str., for Saigon.

DEPARTURES.

15th September.

ANGON, German str., for Singapore.

BUSHU MARU, Japanese str., for Wakamatsu.

EMPIRE, British str., for Sydney.

HAIRUN, British str., for Swatow.

HANOI, French str., for Quang Chov Wan.

INABA MARU, Jap. str., for Singapore.

J. DIEDERICHSEN, Ger. str., for Hoihow.

JUTOPOLIS, British str., for Whampoa.

KIANG PING, Chinese str., for Canton.

KWANTAI, Chinese str., for Shanghai.

SOCHO MARU, Japanese str., for Swatow.

SOCHO, British str., for Manila.

TAIHAN, Dutch str., for Shanghai.

SHIPPING REPORTS.

The British str. *Chenon* reports: Fresh N.E. wind and high E.N.E. swell, clear weather.

The British str. *Glengolk* reports: Moderate to fresh winds S.W. to N.W. to Paracels, and moderate westerly wind and fine to port.

VESSELS IN DOCK.

15th September.

ABERDEEN DOCK.—*Sorengon*, Hygiea, *Hing-poo*, *St. Enoch*, *Onphale*, *Ph. Yen*.

CEMPOLITAN DOCK.—*Mario*.

TAIKOO DOCK.—*Hanyang*, *Sengkang*, *Ning-poo*, *St. Enoch*, *Onphale*, *Ph. Yen*.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports TO-MORROW, the 17th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSON & Co., Ltd., Agents.

Hongkong, 16th September, 1909. [178]

HONGKONG-NEW YORK.

VESSELS ON THE BERTH.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRAPURA," On 17th Sept., 1909.

For Freight and further information apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 25th August, 1909. [1103]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ON THE BERTH.

THE Company's Steamship

"AUSTRIA,"

Captain B. Cobel, will leave for the above places on SATURDAY, the 18th inst., at Daylight.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building.

Hongkong, 16th September, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL...	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Noon
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
ROTTERDAM & HAMBURG, VIA STRAITS, & C.	SEZIA	Ger. str.	k.w.	Knaifel	HAMBURG-AMERICA LINE	On 23rd inst.
ANTWERP & HAMBURG VIA STRAITS, & C.	LIBERIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 23rd inst.
HAYE & HAMBURG VIA STRAITS, & C.	C. FRED. LANTZ	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 23rd inst.
BREMEN & HAMBURG, & C.	NICOMEDIA	Ger. str.	k.w.	W. H. S. Hall, R.N.R.	HAMBURG-AMERICA LINE	On 18th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	BORNEO	Brit. str.	—	Broo	P. & O. S. N. Co.	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	POENOMEN	Brit. str.	—	N. Mathieson	MESSAGERIES MARITIMES	On 28th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	HITACHI MARU	Jap. str.	—	J. Nago	NIPPON YUSEN KAISHA	On 29th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	KANAGAWA MARU	Jap. str.	—	Deinat	NIPPON YUSEN KAISHA	On 13th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	AMERICA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 17th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	TRANQUEBAR	Ger. str.	—	—	MELCHERS & Co.	End of Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	CATHAY	Ger. str.	—	—	MELCHERS & Co.	On 10th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	ATSUBA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th Oct., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	NIPPON	Ger. str.	—	E. Tarnobochi	SANDER, WIELER & Co.	On 25th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	DERFFLINGER	Ger. str.	—	E. Zocher as	MELCHERS & Co.	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	INDRAKURA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	ARAGONIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	STROHL	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	MONTEAGLE	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	About 16th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	EXPRESS OF INDIA	Brit. str.	2 m.	—	DOUGLAS, LAPRAIK & Co.	On 18th inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	SVENSK	Brit. str.	—	S. Shotton	DOUGLAS, LAPRAIK & Co.	On 25th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	TACOMA MARU	Jap. str.	—	H. Yamamoto	DOUGLAS, LAPRAIK & Co.	On 2nd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	TANOO MARU	Jap. str.	—	S. Ishikawa	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	AXI MARU	Jap. str.	—	K. Sato	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	TAIYUAN	Brit. str.	1 m.	L. Dawson	DOUGLAS, LAPRAIK & Co.	On 30th inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	KUMANO MARU	Jap. str.	—	M. Winkler	DOUGLAS, LAPRAIK & Co.	On 8th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	DOUGLAS, LAPRAIK & Co.	On 29th Oct., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	YAMATA MARU	Jap. str.	—	B. J. G. Parsons	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	ITO MARU	Jap. str.	—	E. H. Cope	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	KITANO MARU	Jap. str.	—	H. Hagen	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	COBLENZ	Ger. str.	—	T. Sekine	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	YAWATA MARU	Jap. str.	—	H. Kops	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	TAIKI	Dut. str.	—	V. McClymont-Liddell	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	CHONGHONG	Brit. str.	—	E. Forsyth	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	HUIHOW	Brit. str.	1 m.	B. Cobel	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	AUSTRIA	Ger. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	YINSHANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	CHINHA	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	NAMHANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	PEHANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	CEYLON MARU	Jap. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	KWONGSANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	WINGSANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	CHENAN	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	LIANGHONG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	LUZOW	Ger. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	BOJUN MARU	Jap. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	ANBU	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	TRANQUEBAR	Dut. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	LIYAN	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	SYDNEY	Ger. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	BERGAVIA	Ger. str.	k.w.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	SLEZIA	Ger. str.	k.w.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	TAIHAN	Dut. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	DAIJIN MARU	Jap. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	HAIRUN	Brit. str.	2 h.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	HANTANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	HAITAN	Brit. str.	2 h.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	HAITANG	Brit. str.	2 h.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	SINGAN	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	LONGSANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	KUHI	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	YANING	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	YINSHANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	ZAPRO	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	TEAN	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	SUNGKIAN	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	BORNEO	Ger. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	YOSHIO MARU	Jap. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	SHANTUNG	Brit. str.	1 m.	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	CATHERINE APGAR	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & C.	FOOKSANG	Brit. str.	—	—	DOUGLAS, LAPRAIK & Co.	On 23rd inst., at Noon

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotton	On 2nd October.
OCEANO	4,657	F. W. Davies	On 21

DODWELL & CO., LIMITED,

